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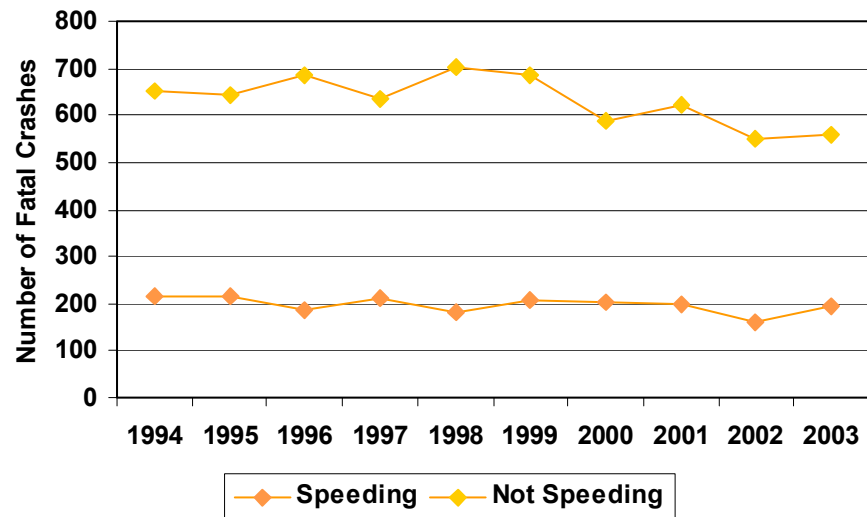
**Indiana's economic cost of speeding-related crashes is estimated to be \$185 million each year.**

The definition of a speeding-related crash is when the driver was charged with a speeding-related offense or if an officer indicates that racing, driving too fast for conditions, or exceeding the posted speed limit was a contributing factor in the crash.

Speeding is one of the most prevalent factors contributing to traffic crashes. The National Highway Traffic Safety Administration (NHTSA) has determined that the economic cost to society due to speeding-related crashes is estimated to be \$40.4 billion per year nationwide. For Indiana, the losses total an estimated \$185 million annually, or an estimated \$500,000 every day. Nationally, in 2003, speeding was found to be a contributing factor in 31 percent of all fatal crashes and resulted in the loss of 13,380 lives. In Indiana, 26 percent of the fatal crashes involved speeding during 2003, and caused 217 deaths. This is an increase from 23 percent and 185 fatalities in 2002, respectively.

Speeding reduces the driver's ability to steer safely around curves or objects in the roadway, extends the distance necessary to stop a vehicle, and increases the distance a vehicle travels while the driver reacts to a dangerous situation.

**Figure 1: Fatal Crashes in Indiana by Speeding Status, 1994-2003**



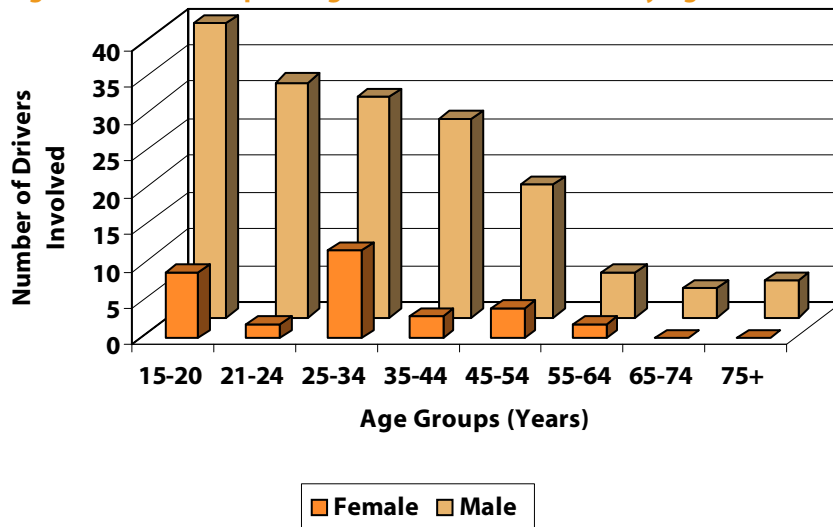
**It is estimated that speeding caused an additional 32 lives to be lost in 2003 versus 2002 in Indiana.**

While Indiana has made substantial improvements in seatbelt usage rates and impaired drivers, the number of speed-related fatal crashes has not changed over the past decade.

For drivers involved in fatal crashes, young males are the most likely to be speeding. Nationally, the relative proportion of speeding-related crashes to all crashes decreases with increasing driver age. In Indiana during 2003, 32 percent (40 of 125) of male drivers 15 to 20 years old who were involved in fatal crashes were speeding at the time of the crash. This compares to the national rate of 39 percent for that age group. In Indiana, males age 15–20 had the highest involvement rate due to speeding—they were involved in 40 speed-related crashes that resulted in a fatality.

***In 2003, 32 percent of male drivers 15–20 years old involved in fatal crashes were speeding.***

**Figure 2: Indiana Speeding Drivers in Fatal Crashes by Age and Gender, 2003**



***In 2003, 25 percent of speeding drivers involved in a fatal crash did not have a valid license.***

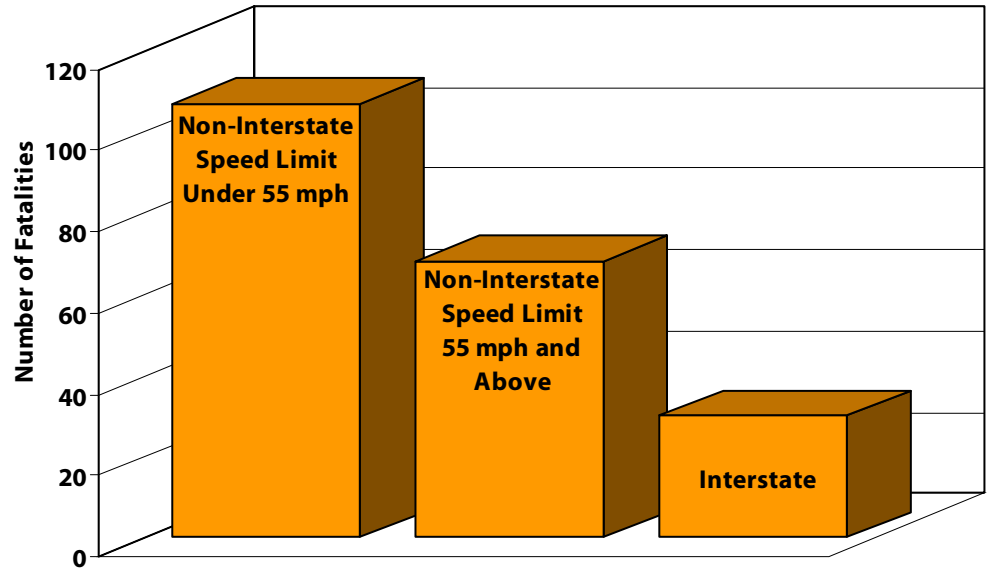
In Indiana, (where seat belt usage was known) only 51 percent of **speeding** drivers in 2003 under 21 years of age who were involved in fatal crashes were wearing their seat belt. In contrast, 58 percent (79 of 137) of **nonspeeding** drivers involved in fatal crashes in the same age group were restrained. For drivers 21 years and older, 35 percent of **speeding** drivers involved in fatal crashes were using restraints at the time of the crash. Forty-three percent of female drivers involved in speeding-related crashes were restrained compared to males at only 38 percent. Among **nonspeeding** drivers in fatal crashes, 62 percent of all drivers were restrained with female drivers more likely to be restrained than males at 75 percent and 58 percent respectively.

In 2003, 25 percent of **speeding** drivers in Indiana involved in fatal crashes had an invalid license at the time of the crash, versus 10 percent of **nonspeeding** drivers. This compares very closely to the national numbers of 22 percent and 12 percent, respectively. However, the 25 percent represents a slight increase from 24 percent of the speeding/drivers with invalid licenses in 2002.

Speeding was a factor in 24 percent (136 of 569) of Indiana fatal crashes that occurred on dry roads in 2003, and in 23 percent (28 of 122) of those that occurred on wet roads. Likewise, excessive speeding was a factor in 41 percent (15 of 37) of the fatal crashes that occurred when there was snow or slush on the road and in 76 percent (13 of 17) of the fatal crashes on icy roads.

In 33 percent (2 of 6) of the fatal Indiana crashes that occurred in construction/maintenance zones in 2003, speed was cited as a contributing factor. This represents a change from 2 of 14 crashes in 2002.

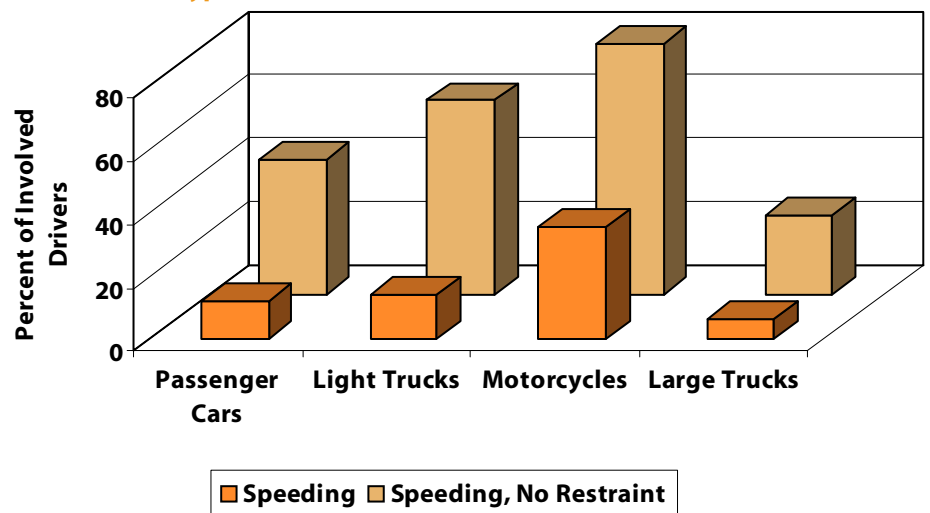
In 2003, 86 percent of speeding-related fatalities in Indiana occurred on roads that were not Interstate highways.

**Figure 3: Speeding-Related Fatalities in Indiana by Road Type, 2003**

Higher posted speed limits do not necessarily yield a higher number of speeding-related fatal crashes. In 2003, 53 percent (107 of 205) of the speeding-related fatalities occurred on roads having a speed limit of 55 mph or lower.

Motorcycle drivers were found to be speeding in 35 percent (29 of 82) of the fatal crashes. Of the speeding motorcycle drivers, 79 percent (23 of 29) were not wearing helmets at the time of the crash compared to helmet use of all motorcycle drivers in fatal crashes.

In Figure 4, passenger car drivers were found to be speeding in 12 percent of the fatal crashes in Indiana. Of that 12 percent of speeding passenger cars, 43 percent of the drivers were unrestrained. This is a large improvement from the 70 percent unrestrained in 2002.

**Figure 4: Speeding, Restraint Use Among Drivers Involved in Fatal Crashes by Vehicle Type, 2003, in Indiana**

**Among all drivers in fatal crashes in 2003, those who were not speeding were much more likely to be wearing safety belts than those who were speeding.**

Table 1. Speeding-Related Traffic Fatalities by Road Type and Speed Limit, 2003

County	Total Traffic Fatalities	Speeding-Related Fatalities by Road Type and Speed Limit								
		Total	Interstate		Non-Interstate					
			>55 mph	<=55 mph	55 mph	50 mph	45 mph	40 mph	35 mph	<35 mph
Adams	9	0	*	*	0	0	0	0	0	0
Allen	23	6	0	0	3	0	0	0	1	0
Bartholomew	11	2	1	0	1	0	0	0	0	0
Benton	4	1	*	*	0	0	0	0	0	0
Blackford	2	0	*	*	0	0	0	0	0	0
Boone	11	2	0	1	0	0	0	1	0	0
Brown	1	1	*	*	0	0	1	0	0	0
Carroll	4	2	*	*	1	0	1	0	0	0
Cass	4	0	*	*	0	0	0	0	0	0
Clark	3	0	0	0	0	0	0	0	0	0
Clay	4	2	0	0	1	0	1	0	0	0
Clinton	10	1	0	0	1	0	0	0	0	0
Crawford	3	1	0	0	0	1	0	0	0	0
Daviess	8	1	*	*	1	0	0	0	0	0
Dearborn	11	2	0	0	1	0	0	1	0	0
Decatur	10	5	4	0	1	0	0	0	0	0
DeKalb	16	6	0	0	6	0	0	0	0	0
Delaware	10	7	1	0	4	0	0	0	0	2
Dubois	7	4	0	0	0	0	2	0	0	2
Elkhart	21	8	0	0	1	0	2	1	3	1
Fayette	1	0	*	*	0	0	0	0	0	0
Floyd	6	3	0	0	0	0	0	0	0	3
Fountain	3	0	0	0	0	0	0	0	0	0
Franklin	7	4	0	0	0	0	3	0	0	1
Fulton	4	0	*	*	0	0	0	0	0	0
Gibson	10	3	0	0	2	0	0	0	0	1
Grant	8	2	0	0	1	0	1	0	0	0
Greene	1	1	*	*	1	0	0	0	0	0
Hamilton	22	4	0	1	2	0	0	1	0	0
Hancock	6	2	0	0	1	0	1	0	0	0
Harrison	11	3	0	0	3	0	0	0	0	0
Hendricks	10	0	0	0	0	0	0	0	0	0
Henry	12	3	1	0	0	0	0	1	0	0
Howard	12	3	*	*	0	2	1	0	0	0
Huntington	3	0	0	0	0	0	0	0	0	0
Jackson	8	1	1	0	0	0	0	0	0	0
Jasper	6	4	2	0	1	0	0	0	1	0
Jay	2	1	*	*	1	0	0	0	0	0
Jefferson	3	0	*	*	0	0	0	0	0	0
Jennings	9	3	*	*	3	0	0	0	0	0
Johnson	14	2	0	0	0	0	0	1	1	0
Knox	3	1	*	*	0	0	0	0	0	0
Kosciusko	16	4	*	*	1	1	2	0	0	0
LaGrange	8	2	0	0	1	0	0	1	0	0
Lake	54	16	0	3	2	1	1	1	4	4

Table 1. Speeding-Related Traffic Fatalities by Road Type and Speed Limit, 2003 (continued)

County	Total Traffic Fatalities	Speeding-Related Fatalities by Road Type and Speed Limit								
		Total	Interstate		Non-Interstate					
			>55 mph	<=55 mph	55 mph	50 mph	45 mph	40 mph	35 mph	<35 mph
LaPorte	29	7	1	0	3	0	0	1	2	0
Lawrence	8	1	*	*	0	0	0	1	0	1
Madison	18	3	0	0	0	0	1	0	0	2
Marion	86	26	2	8	0	0	0	5	5	4
Marshall	11	5	*	*	4	0	1	0	0	0
Martin	4	2	*	*	1	1	0	0	0	0
Miami	6	0	*	*	0	0	0	0	0	0
Monroe	10	3	*	*	1	0	0	0	2	0
Montgomery	7	2	0	0	2	0	0	0	0	0
Morgan	9	3	0	0	1	0	0	0	0	2
Newton	5	1	0	0	1	0	0	0	0	0
Noble	3	0	*	*	0	0	0	0	0	0
Ohio	1	0	*	*	0	0	0	0	0	0
Orange	0	0	*	*	0	0	0	0	0	0
Owen	5	0	*	*	0	0	0	0	0	0
Parke	3	0	*	*	0	0	0	0	0	0
Perry	9	2	0	0	2	0	0	0	0	0
Pike	1	0	*	*	0	0	0	0	0	0
Porter	16	7	0	0	1	0	0	0	2	4
Posey	2	1	0	0	0	0	0	0	0	0
Pulaski	3	0	*	*	0	0	0	0	0	0
Putnam	3	1	0	1	0	0	0	0	0	0
Randolph	5	0	*	*	0	0	0	0	0	0
Ripley	0	0	0	0	0	0	0	0	0	0
Rush	8	3	*	*	3	0	0	0	0	0
Saint Joseph	30	9	0	0	1	0	0	1	0	5
Scott	2	1	0	0	0	0	0	0	0	1
Shelby	3	0	0	0	0	0	0	0	0	0
Spencer	4	0	0	0	0	1	0	0	0	0
Starke	1	0	*	*	0	0	0	0	0	0
Steuben	15	4	1	0	0	2	0	0	0	0
Sullivan	2	1	*	*	0	1	0	0	0	0
Switzerland	3	1	*	*	1	0	0	0	0	0
Tippecanoe	15	5	0	0	2	1	0	1	0	1
Tipton	4	0	*	*	0	0	0	0	0	0
Union	0	0	*	*	0	0	0	0	0	0
Vanderburgh	20	3	0	0	0	0	1	1	1	0
Vermillion	5	0	0	0	0	0	0	0	0	0
Vigo	11	1	0	0	1	0	0	0	0	0
Wabash	7	2	*	*	2	0	0	0	0	0
Warren	2	0	*	*	0	0	0	0	0	0
Warrick	13	4	0	0	0	2	0	2	0	0
Washington	5	1	*	*	0	0	1	0	0	0
Wayne	11	1	0	0	1	0	0	0	0	0
Wells	2	2	0	0	1	0	0	0	0	0
White	10	2	2	0	0	0	0	0	0	0
Whitley	6	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>834</b>	<b>217</b>	<b>16</b>	<b>14</b>	<b>68</b>	<b>12</b>	<b>20</b>	<b>19</b>	<b>22</b>	<b>34</b>

\*County does not have an Interstate.

### Conclusion

Speeding, especially driving too fast for conditions is a major contributing factor in fatal crashes. Driving in excess of the speed limit is more prevalent among younger male drivers age 15–20. Moreover, those who speed also tend to not wear safety restraints. These two risk-taking behaviors, when combined, increase the likelihood of serious injury or death in a crash. The number of fatal crashes over the past 10 years that involved speeding has tended to remain relatively constant at approximately 200 crashes each year. However, with the decrease in the total number of fatal crashes since 1999, the percent of speed-related fatal crashes has increased. Between the years 1995–2000, speeding was a factor in 23 percent of fatal crashes. This percent has increased to 26 percent in 2003. Also, it is interesting to note that only a small percent of these crashes occur on Interstates. Although the total number of fatal crashes that occur in adverse weather conditions (snow-covered or icy roads) is low, driving too fast for conditions is clearly a primary contributing circumstance. Keeping drivers at or below the posted speed limits would help reduce the number of traffic-related fatalities in Indiana. Moreover, reinforcing the need to wear safety restraints, regardless of the roadway type, road conditions, trip length, or vehicle type, will save countless lives and prevent numerous unnecessary injuries each year.

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*This publication was prepared on behalf of the Indiana Criminal Justice Institute by Purdue University's Center for the Advancement of Transportation Safety. All information contained within was gathered from the Fatality Analysis Reporting System (FARS) Web-Based Encyclopedia provided by the National Highway Traffic Safety Administration (NHTSA) available at <http://www.fars.nhtsa.dot.gov>. All figures are considered current as of August 2004. Please direct any questions concerning data in this document to the Center for the Advancement of Transportation Safety, Purdue University, Potter Engineering Center, Room 322, 500 Central Drive, West Lafayette, IN, 47907-2022.*

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